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[28]

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H. HAYNES,
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Hongkong, 2nd August, 1912. [5157]

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Hongkong, 1st September, 1910. [539]

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Hongkong, 4th December, 1907. [537]

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M. J. NATHAN,
Manager.
Kowloon, 9th August, 1912. [5536]

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DEATH.

On August 25th, at Shanghai, ETHEL
MARLAN, the dearly loved daughter of
Dr. and Mrs. A. G. PARROTT, aged 27
years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 30TH, 1912.

The storm which broke over Peking after
the execution of two of the Generals who
distinguished themselves in the Revolution-
ary Army appears to have subsided. These
generals were executed by order of the Presi-
dent of the Republic, and by request of the
Vice-President, without the formality of a
trial. A correspondent of the *China*
Republican gives an illuminating account of
the manner of their summary dispatch
under the pregnant sub-heading of "The
Last Supper." He reports that on this
tragic night General CHANG gave a dinner
at the Hotel Wagons Lits, among his
guests being General TUAN CHI-JUI, the
Minister of War; General CHANG KWEI-TI,
and Mr. HU WEI-TEN, one of the Cabinet
Ministers. "As the dinner was given in the
well-known Hotel Wagons Lits, in the
foreign Concession, the soldiers could not
arrest him immediately and had to content
themselves with waiting till the party was
over. At about a quarter to ten, the guests
arose, and in another 15 minutes carriages
were rolling down to the city. When nearing
the Ki-pun street, all the vehicles were held
up and the occupants were scrutinized. When
coming to CHANG CHEN-WU's carriage,
the soldiers pulled the door open and dragged
Mr. CHANG out. His companion, Fungo CHU-
HUNG, was also seized, mistaking him to be
FANG WEI, the man they wanted. These

two were at once bound with ropes and
brought to the yamen of the Gendarmerie.
On arrival at the yamen, Fungo was released,
and a detachment of soldiers was dis-
patched to arrest Fungo WEI, who was put
up at the Kin-tai Hotel. At 1 o'clock,
without any trial, without even telling them
of what they were accused, they were
shot. About twenty shots were fired
at each of them, but, on account of the
darkness of the night, few shots were
effective, and when the soldiers
examined the bodies of the two generals,
they found CHANG was still groaning. They
then passed a rope round his neck and
strangled him until he was quite dead. On
the following morning, the soldiers went to
see Mrs. CHANG CHEN-WU, saying that
her husband had too much wine the previous
night, and asked that clothes be sent him to
change. In those clothes they wrapped the
dead man and placed the body in a coffin,
which was conveyed to a temple close by.
With a couple of friends, I went to break
this sad news to Mrs. CHANG, and instead
of swooning and falling in tears, as we ex-
pected, her pale face assumed a determined
look, and she said that her husband had
often told her that heroes frequently meet
tragic ends, and his word had come to be
true in his own case."

It is claimed that the information collect-
ed concerning the intrigues which these
two men are alleged to have been carrying
on is such as to leave no doubt in anybody's
mind that they were dangerous enemies of
the public peace. Even so, under a Republi-
can form of government they were, of
course, entitled to be tried by a properly
constituted Court, and the storm which the
executions aroused arose not so much out
of personal regard for the victims as out
of popular indignation over the President's
complete disregard of their constitutional
right to public trial. Thus the whole ques-
tion is raised as to whether the government
of China is Republican in fact as well as in
name, or whether it is a military despotism.
Obviously, so long as men can be summarily
executed without trial in the disgraceful
manner above described, it is impossible to
aim at China is governed in accordance
with republican principles; it is govern-
ment by methods more barbaric than
martial law. Public opinion has been
expressed so vehemently on the sub-
ject that one can only marvel at the
sudden subsidence of the storm, though,
if we give the bulk of the Chinese
people credit for sound common-sense, it is
readily explained. The impeachment of the
President would doubtless have been fol-
lowed by renewed turmoil throughout the
country. No good patriot would wish
for that, and it must therefore be considered
a good augury that those who have so
vehemently protested against the lawless
character of the President's act are ready
to compromise and find satisfaction in a
conviction that their protest has insured for
the future due respect by the executive of
the constitutional right of an accused per-
son to a public trial. It was singularly
opportune that Dr. SUN YAT-SEN should
have met the President in conference when
this indignation was at its height, and we
may safely conclude that it formed one of
the first subjects on which views were ex-
changed. An authoritative announcement
has been made that the President
and Dr. Sun found themselves in agree-
ment on all questions, and, pending a
fuller statement on the subject, we are
justified in assuming that Dr. Sun, whose
views on the subject of execution without
trial can be readily surmised, must have
received from the President the most com-
plete and satisfactory assurances that the
President's mandate will never again be
issued to cover so flagrant a violation of the
constitution. It is only on some such
understanding as this that Dr. Sun could
consistently give to the President his
invaluable support.

The French mail of the 30th July was
delivered in London on 28th August.

Four stowaways on the s.s. *Namsang*
were brought up at the Magistracy yester-
day and were fined \$80 each, the
alternative being six weeks in prison.

The Chinese who was arrested by the
Hongkong police on a charge of murder-
ing a wealthy Chinese at Singapore last
year left for Singapore on Wednesday by
the *Arcton* Apsara.

The balance-sheet of the Japan Cotton
Trading Company for the half-year end-
ed 30th June states that a dividend of
12 per cent. was paid, absorbing yen
250,000, and that yen 176,987 was carried
forward to next half-year.

A Chinese military officer was brought
before Mr. Irving at the Magistracy yester-
day charged with being in unlawful
possession of a sword. He was fined \$10,
but on producing a certificate from the
Chinese military authorities his sword
was returned to him. He explained that
he did not know the law of the Colony.

Sentence of six weeks' imprisonment
was passed upon a Chinese at the Magis-
tracy yesterday for assaulting a Chinese
constable on duty at Yau-mai. Ap-
parently a crowd had collected to hear
a musician, and when the people were
asked to disperse the defendant struck
the constable.

Northern papers by yesterday's mail
report the following deaths from cholera:
Detective Sergeant Konnerley, Shanghai
Municipal Police; Mr. Albert Robertson,
chief engineer of the China Merchants'
steamship *Manchi*; Mr. T. G. Knowles,
third engineer of the same company's
steamer *Kiangshin*. Mr. Robertson died
at sea, and Mr. Knowles at Kinkiang.

Yesterday at Mr. G. P. Lammett's sales
rooms the leasehold property registered
as marine lot 285, belonging to Messrs.
Geo. Fenwick & Co. (in liquidation), was
offered for sale by public auction, but
there were no bidders. The lot has an
area of about 201,132 ft., and there are
inquiries for portions of it. We under-
stand that, failing a purchaser for the
entire area, it will be sold in sections by
private treaty.

As a result of the typhoon weather
experienced lately in the North part of
the Formosa Channel the telegraph cable
between Fouchow and Formosa has be-
come interrupted (necessitating telegrams
passing via Japan and the Loochoo
Islands), and also the aerial wires to Fon-
chow beyond Sharp Peak. Pending res-
toration of these latter, telegrams pass
by boat between Sharp Peak and Fon-
chow, as weather may permit.

Mr. George E. Anderson, American
Consul-General, and Mrs. Anderson have
given up their house on the Peak and
have moved into Kingsclere preparatory
to their departure on the Austrian Lloyd
Vorwarts on Sunday for Calcutta. After
a short trip through India Mr. Anderson
and family will proceed to Switzerland,
where Mrs. Anderson and the children
will remain indefinitely. Mr. Anderson
proceeding to the United States for the
usual leave of absence.

THE EPIDEMIC OF THEFTS.

We hear that another larceny from a
dwelling has taken place, this time at
Kowloon. Thieves entered the residence
of Captain Lukhmanoff, agent of the
Russian Volunteer Fleet, at Kowloon, on
Wednesday night, and made off with a
quantity of valuables.

PIRATES EXECUTED.

Captain H. W. Holmes, of the s.s. *Tai*
On, reports that after leaving Kowloon
on Wednesday morning, and while passing
Plover Island on the way to Kaukang,
he observed eight men, presumably
pirates, with their hands tied behind
them. Soldiers then stepped forward
and shot each man in the back.

A BORDER OUTRAGE.

CUSTOMS STATION ATTACKED.

Information was received in Hongkong
yesterday morning that about eleven
o'clock on Wednesday night a band of ar-
med men, numbering about 60, attacked the
customs station at Lo Fong, tied up the
two European officers and the natives, and
stole their rifles and ammunition.
Thereafter they proceeded to Samchun,
and raided a shop, taking away money
and clothing.

THE BANDMANN OPERA
COMPANY.

"OUR MISS GIBBS."

Without doubt "Our Miss Gibbs" is
one of the most popular selections in the
repertoire of the Bandmann Opera Com-
pany, and, as expected, it drew a large
audience to the Theatre Royal last night.
The success of the production was practi-
cally in the hands of Miss Georgie
Corless as "Mary" and Mr. Bobby
Roberts as "Cousin Tim." They made
the most out of their respective parts,
and they kept the house in roars of
laughter with their delightful "York-
shire" touches, while the manner in
which references to burglaries were made
had a fresh significance in view of local
happenings. Encores were numerous.
To-night "The Arcadians" will be pro-
duced.

THE TYPHOON SEASON.

The typhoon reports from the Manila
Observatory yesterday at noon were as
follows:

Cyclone or typhoon near or over the
northern part of Formosa Channel mov-
ing W. or W.N.W.

Cyclone or typhoon over N. China Sea.
Filling up.

Cyclone or typhoon W. of the northern
Ladrone or Mariana Islands moving W.
or W.N.W.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE FLOODS IN ENGLAND.

LONDON, August 29th.

Norwich yesterday afternoon was
described as a city of the dead. In a
corner was a vast lake, and in many
instances the water reached bedroom win-
dows. There are now signs that the
flooding has reached its height. Rescue
parties are most active, but they are ham-
pered by women refusing to leave their
houses. Many people had to swim for
their lives. Two were drowned. Rescue
centres are being established by the Town
Council, who are doing their utmost to
alleviate the distress. The police reser-
voir was wrecked on submerged railings,
the occupants having very narrow
escapes.

The editorial offices of the *Norwich*
Mercury collapsed, falling into the
river.

LATER.

Increasing floods have again cut off
Yarmouth and Lowestoft and railway
communication cannot be resumed for
some days.

There is little sign of general improve-
ment in the flood situation.

The water is subsiding at Norwich and
a very restricted train service with Nor-
wich and Cromer has been resumed.

Rain has recommenced not only at
Norwich but in the Midlands, and this
is likely to counterbalance the subsidence.

At Lincoln and Peterborough there is
danger of similar isolation to that at
Norwich.

Norwich being a well-known centre for
the breeding of canaries, the working-class
breeders are hard hit by the drowning of
thousands of the celebrated Norwich
canaries.

CRICKET AT NORWICH.

LONDON, August 29th.

In striking contrast to the general
desolation at Norwich, cricket between
the Australian team and England XI. is
calmly proceeding in a high-lying suburb.

IMPERIAL CRICKET.

LONDON, August 29th.

Mr. George Allsopp, manager of the
South African Cricket team, has received
a cable from the South African Cricket
Association approving of the arrange-
ment that England should visit South
Africa in 1913-14, and that Australia
should visit South Africa in 1914-15.

HOME CRICKET.

LONDON, August 29th.

The following results are telegraphed:
Leicestershire v. Lancashire, at Leices-
ter. The latter won by an innings and
38 runs.

Somerset v. Yorkshire, at Taunton.
Won by Yorkshire by an innings and 135
runs.

Sussex v. Warwickshire, at Hastings.
Won by Sussex by an innings and 71
runs.

The following matches were drawn:
Middlesex v. Kent, at Lord's.
Gloucestershire v. Worcestershire, at
Bristol.
Derbyshire v. Notts, at Blackwell.
Hants v. Surrey, at Bournemouth.
South Africans v. Essex, at Leyton.
Australians v. England XI, at Nor-
wich.

COUNTY CRICKET CHAMPION-
SHIP.

LONDON, August 29th.

Yorkshire has won the county cricket
championship.

AN AVIATION DISASTER.

LONDON, August 29th.

A telegram from Douai states that an
aeroplane in which Lieut. Chandgier was
qualifying for a military certificate
ignited. The aviator's charred body has
been discovered.

TURKEY AND THE AUSTRIAN
PROPOSALS.

LONDON, August 29th.

The Government of Turkey has in-
structed its representatives abroad to
inform the Powers, when asked, re-
garding Count Borchold's proposals
that Turkey cannot listen to proposals
affecting her internal policy.

[THROUGH REUTER'S AGENCY.]

THE NEW C.P.R. PACIFIC LINERS.

ONE LAUNCHED AT GLASGOW.

LONDON, August 29th.

The quadruple-screw turbine-steamer
Empress of Russia, the first of the two
15,000-ton steamers which the Canadian
Pacific Railway Co. is building to run
between Vancouver and the Orient, was
launched at Glasgow yesterday.

SERIOUS SITUATION IN
NICARAGUA.

LONDON, August 29th.

The situation in Nicaragua, where the
Americans are clamouring for help, is
apparently most serious and disquieting
to the American Government, who are
ending forces.

A party of American sailors and
marines have forced their way to Mana-
gua and Leon.

Foreigners are taking refuge at
Carinto.

The 10th Infantry Regiment, first order-
ed to go there, have received an order
countermanding this temporarily, pend-
ing the scouring of the seas for available
marines. If sufficient of the latter are
not found to-morrow then the soldiers
will go.

THE KAISER.

LONDON, August 29th.

The Kaiser is rapidly improving. He
has left his bed.

LATER.

Reuter's correspondent at Berlin tele-
graphs that the Swiss Legation states
positively that the Kaiser will visit Swit-
zerland, though the programme has been
curtailed.

LATER.

The Kaiser went for a vigorous walk
yesterday at Wilhelmshoehe, climbing
hills. His voice is not entirely restored,
but the feeling of indisposition has dis-
appeared.

CHINA AND TIBET.

LONDON, August 29th.

Reuter's correspondent at Calcutta
wires that the Peking Government is ap-
parently much concerned over the future
of Tibet and has sent a peace mission
to Lhasa which consists of Yong Feng,
a Chinese official, and twelve lamas, with
the object of explaining the political
situation in China, with special refer-
ence to the policy of the Government to
the Dalai Lama. Yong Feng and party,
who reached here a few days ago, have
left for Kalimpong. It is understood
that the Dalai Lama will be acknowledged
as the spiritual leader of Tibet, but
he will have no temporal authority. The
Chinese Government guarantee the safety
of the Dalai Lama when they take over
the administration of the country.

THE TURF.

RESULT OF GREAT EBOR HANDICAP.

LONDON, August 29th.

The Great Ebor Handicap, run at York
yesterday, resulted as follows:—

| | |
|----------|---|
| Election | 1 |
| Mynora | 2 |
| Bowman | 2 |

Ten ran. Won by four lengths, same
distance, separating second and third.
The winner started at 10 to 1 against,
Mynora 10 to 1, and Bowman 33 to 1.
King William was favourite at 2 to 1
against.

THE LATE "GENERAL" BOOTH.

IMPRESSIVE FUNERAL.

LONDON, August 29th.

The remains of "General" Booth
were removed in a motor-hearse from
Clapton to the Olympia. The arrange-
ments for the burial are complete. He
will be interred in a separate vault
beside his wife's.

Impressive scenes were witnessed at the
memorial service in the Olympia, which
was crammed with a vast audience. The
beautiful wreaths which were sent from
the King, Queen Alexandra, and the
Kaiser were displayed on the platform.
The cortege escorting the coffin repre-
sented every branch of the Salvation
Army's world-wide activities.

The King and Queen Alexandra were
represented at the service.

["DAILY PRESS" EXCLUSIVE SERVICE.]

TRANS-SIBERIAN TRAIN

DERAILED.

PRINCE HENRY OF PRUSSIA A PASSENGER.

LONDON, August 29th.

A message from St. Petersburg states
that the Trans-Siberian train conveying
Prince Henry of Prussia, who is proceed-
ing to Tokyo, was derailed beyond
Irkutsk.

Happily, no injuries were sustained.

NEW YORK GAMBLING SCANDALS.

LONDON, August 29th.

A message from New York states that
the Commissioner of Police, despite pro-
tests, has published the names of owners
of houses where the police have discovered
gambling. This has caused a great
sensations, as the list includes several pro-
minent estate corporations, two of which
are English.

TROUBLED MOROCCO.

LONDON, August 29th.

A message from Paris states that the
Pretender's forces have made repeated
attacks on the French advanced camp at
Sul El Arba, a few casualties resulting.

General Lyautey has joined forces with
Colonel Mangin.

THE FRENCH MAIL SERVICE.

M. Thomas, the Agent in Hongkong of
the Messageries Maritimes, informs us
that, according to a telegram received
yesterday from Shanghai, this Company's
mail steamer *Caledonien* will leave Hong-
kong for Europe on the 28th September.
Consequently there will be no Homeward
French mail on the 10th September.

THE INDO-CHINA LOAN.

M. Albert Metin's report to the French
Chamber on the ninety-million-franc loan
solicited by French Indo-China is now
available. It has been made in the name
of the committee for Foreign Affairs. A
part of this loan (128,000,000) in the
Government project is destined to cover
the excess sums spent in executing the
programme of the 1898 loan of
1,200,000,000. The reporter points out
that this earlier programme was based on
insufficient studies, and expresses the
desire that similar blunders may be
avoided in future. Profiting from the
fact that the loan of 1,200,000,000 has not
been completely realised, he here reduces
the deficit to be covered from 1,260,000,000
to 1,234,000,000. As regards the balance of
1,663,000,000 to railways M. Metin pro-
poses to devote nearly 1,290,000,000 to finish
two lines of the former programme—the
line from Hanoi to the frontier of China,
and that from the delta of Tongkin to
Hué. At the head of the new lines is that
which will join Cochinchina to the new
provinces of Cambodia (Battambang). The
reporter regrets that the construction of
the branch line from Tourane to
Savannakhet cannot be immediately under-
taken, though it is indispensable to the
penetration of Laos, and says the con-
struction of a road must provisionally
satisfy. The irrigation works in Middle
Tongkin and in Annam will absorb
1,190,000,000. M. Metin likewise approves
the appropriation of a sum of 1,300,000,000
for the building of Franco-native schools,
which will permit in particular the
development of professional education.
We may note that 1,600,000 will be used
to establish a central station of wireless
telegraphy at Saigon. Finally, in view
of the variable character of Indo-Chinese
receipts, comes the important recom-
mendation that the French State should
guarantee the loan, and that the military
contribution of the colony should be re-
duced by 1,350,000. M. Metin advises,
further, a policy of economies, as he had
done in his preceding report on the
Budget of Indo-China.

THE POSITION OF SILVER.

We subjoin extracts taken from Messrs.
Samuel Montagu & Co.'s circular dated
August 1st:—
During the month of July the silver
market had a tired and languid appear-
ance. Turning to the week just conclud-
ed the tone is not yet defined in charac-
ter; the future largely depends up whether
China will add to the supplies. Prices
sagged owing to the lifeless condi-
tion of the market, until the acceleration
of the pace seemed to alarm China and
provoked some selling, which provided
the mild sensation of a drop of 3/16d.
in the cash price on the 30th ult. The
fall, however, was too tempting to
speculators for a rise and other opera-
tors, so next day the cash price reacted
1/4d. To-day fresh China selling took
place, and prices again fell 3/16d. The
New York Correspondent of *The Times*
stated, under date of the 30th ult., that
the price of silver was 604 cents bid
and 612 cents asked—a margin of over
2 1/2 per cent. This is a marked contrast
to the practice in London, where one
price is "fixed" for both buyers and
sellers, and only a trifling brokerage
divides the buyer from the seller. The
stocks in Bombay have fallen about
200,000 from 21,850,000 to 21,485,000; the
offtake is slightly better at 50 bars a day.
Shanghai reports a stock of 24,035,000 in
bars and sycee—an increase of 230,000.

CORRESPONDENCE.

THEFTS FROM HOUSES AT NIGHT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—With reference to the letter from "Not-a-Peakie," which appeared in your issue of to-day, and in which he says "I should like to ask Mr. Pollock why Peak residents only," I desire to point out that I selected the Peak as a convenient district for the commencement of investigation and as a locality where, at the moment, depredations are being carried out on a considerable scale.

If residents in any other part of the Colony will kindly send in any hints or recommendations to me, applicable to their particular locality, I shall be much obliged.

In conclusion, I may remark that your correspondent is doing an injustice to the Unofficial Members of Council in suggesting that they must be personally affected before they take any action, as Mr. Murray Stewart, at the meeting of the Legislative Council held on Thursday last (which was the first held since the 13th of June) asked several questions with reference to burglaries since the 1st of June (in which term he meant to include thefts from houses), and informed me previously of his intention to ask such questions. Yours faithfully,

H. E. POLLOCK.

29th August, 1912.

SUPREME COURT.

Thursday, 29th August.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

A PARTNERSHIP DISPUTE.

Their Lordships the Chief Justice (Hon. Mr. W. Rees Davies, K.C.) and the Puisne Judge (Mr. H. H. J. Gompertz) gave judgment in the motion on behalf of the Pook Loong firm, of 95, Jervois Street, Victoria, in appeal against the judgment of the former Chief Justice (Sir Francis Piggott) in the case in which they were plaintiffs, and the Lai Yuen firm, the Shui Lang firm, the Cheung Yuen firm and the Shui Kee firm defendants.

Hon. Mr. H. E. Pollock, K.C., and Mr. Eldon Potter (instructed by Mr. M. Reader Harris, of Messrs. Wilkinson & Grist), were for the appellants, whilst Mr. C. G. Alabaster, instructed by Mr. A. C. Holloway, of Messrs. Deacon, Looker & Deacon, acted for the respondents.

The appeal against the order of the former Chief Justice ordering an account to be taken of the partnership dealings was allowed, the costs of both parties to come out of the assets.

EDINBURGH SCHOOLS OF ENGINEERING.

A very interesting and important development has taken place in Edinburgh in the arrangements for the training of Engineers for the Degree of B.Sc. in Engineering.

Edinburgh has two schools of engineering within a few hundred yards of each other, one in the University, in charge of Professor T. Hudson Beare, and the other the Engineering Department in the Heriot-Watt College. For many years there has been an understanding between the University authorities and the Governors of the Heriot-Watt College as to the lines of development to be followed by the two schools. Under this understanding the new laboratories which were completed a few years ago in the University were designed principally for Civil Engineering and Hydraulics, while the new laboratories in the Heriot-Watt College which have recently been completed are devoted to Mechanical Engineering and Electrical Engineering. The same differentiation was followed in the necessary growth of the staff necessary for teaching purposes in the two Institutions, so that between the two there are complete equipment and staff for the teaching of these three departments of Engineering in Edinburgh.

There still remained, however, one step to be taken in order that students attending the University should fully benefit by the facilities provided. The University Degree in its original form was a Civil Engineering degree, and allowed little time to the students to specialise in the departments of Mechanical or Electrical Engineering. During the last two years, the University Court and the Governors of the Heriot-Watt College have been engaged in remodelling the scheme for the Degree so as to enable students entering the University to specialise as Civil, Mechanical, or Electrical Engineers. This has been made possible by a full utilisation by the University of the staff and equipment of the Heriot-Watt College, and from this time forward any student entering the Engineering School of the University will be able to obtain as complete a training as exists anywhere in these three departments of modern Engineering, finally taking the B.Sc. in Engineering, but specialising in the particular department which he wishes to study.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, AUGUST 27th.

THE DOG DAYS.

These are supposed to be the dog days, with the countryside sweltering in the sunshine. In reality we are having floods in many parts of the country, hail in others, and a gale in the Channel that is playing havoc with the machinery of the unfortunate pleasure-seekers who happen to be going that way. I was among them the night before last, and I know, I also know that among my fellow-passengers were several from China and Japanese points, returning home by the Siberian route to be bitterly disappointed with the outlook for the much-vaunted English summer. Others from the East, especially from Hankow and other Chinese ports, I saw along the Belgian coast resorts, where they are making a sort of intermediate stop pending the reduction of the surface of the sea to more placid levels.

THE CHINA FLEET.

Orders have been issued by the Admiralty that the selections must be made forthwith at the Royal Naval Depot, Chatham, of new crews to be dispatched to the Far East to man the *Cadmus* and *Clio* on the China Station. Commander H. P. Yeale will complete his two years' service on the *Clio* and will return to England, being succeeded in the command by Commander Colin Mackenzie, D.S.O., who vacates the command of the cruiser *Junco* of the Third Fleet. Commander Hugh P. E. T. Williams, who has commanded the *Cadmus* since last January, will re-commission his ship.

H.M. THE KING.

After a spell of shooting in the north, the King is to go to Balmoral for a while and then he will make Cambridge his headquarters and from there take three days with the eighty thousand troops who will manoeuvre in the Eastern Counties on the plan that an invading army is advancing from the North Sea and has to be repelled. This is really following the example of the Kaiser, who takes the field every year with his troops and delivers a daily homily or word of praise, as the case may be, when the day's work is done. Though the King's personal tastes run, as is natural, more to the naval than the military, he is nevertheless determined to show his close interest in all that pertains to the army. I understand he is specially fitted for plain, clear-spoken summaries and criticisms that are useful at the close of such operations. He will be accompanied by Sir John French, who is too practical a soldier to allow the manoeuvres to fall to the merely spectacular level.

WAR OFFICE RUMOURS.

It is to be hoped that friction will not meanwhile develop in the War Office. There is a well-defined report in military circles that already there has been some considerable feeling there. There are very few details available, but the suggestion is made that the Chief of the Imperial General Staff has had to complain of attempted interference with his plans of mobilisation, and has accordingly made it perfectly clear that he expects to be allowed a free hand, if only in the interests of discipline and respect for his responsibility. When Col. Seely was appointed as War Secretary there was some criticism in military circles that his previous experience was hardly up to the level of such an office, and if he has been opposing the views of Sir John French colour by certainly be given to this theory. But even if the report is well based there can be no serious trouble, and it may even serve to clear the air, for in such a contest Sir John French would receive the full support of all the heavy-weights, including Lord Haldane, who recognises that mobilisation is a singularly scientific matter, requiring special breadth of knowledge such as Col. Seely's Yeomanry experience would not.

THE BATH HABIT.

The lecture by Dr. Quine the other day to the doctors, on our countrymen and bathing, in which he made some criticisms on our cleanliness, has started a lively controversy that is proving a godsend to the papers in the dull season. Some write to say that the bath is a mere fad; others that it is the only source of life. It is said among other things that men are cleaner than women, who mostly satisfy themselves with a rinse round the neck, face and hands, from a basin. But the defence is made that the thousands of women who stay at hotels and boarding houses have a natural antipathy to the general bathroom. "Anglo-Indian," with some justice, makes the charge against the hotel keepers that the real reason for the fact that (as Dr. Quine says) "In some hotels not more than one per cent. of the guests use the bath on any day," is that the guests find the cost of the bath prohibitive. "I am an Anglo-Indian," he continues, "now retired on a modest pension, and accustomed to a bath every morning and on

most days another in the evening. I take my wife to London for a visit and what do we have to pay for a bath? One shilling each: 14 shillings a week to wash. Absolute extortion I call it."

A correspondent at Oxford recalls a good University story. Until recently bathrooms were unknown in the colleges, but they are gradually supplanting the traditional "tubs" which lurk as a sweet memory in the minds of all University men. A professor at one of the colleges was inspecting the plans for a new wing in the building and the architect pointed out the accommodation for bathrooms. "Baths," he exclaimed, "why, man, the students are only up for eight weeks at a time!" He was, however, a noted character, and a tradition holds that he used to economise on his laundry bill by sending an alternate sock to the wash every week.

IMPERIAL NATURALISATION.

I hear that the question of Imperial Naturalisation has been exercising the minds of the Government of Australia and Canada of late, of course in conjunction with the Home Government. All the other dominions overseas agreed to adopt the recommendations of the Departmental Committee. The solution of the problem has proved to be most difficult, owing to the existence of numerous differences in the laws of various parts of the empire. In Canada the matter is one of urgency, while in Australia the greatest difficulty experienced relates to the provision in the Imperial draft bill, which proposes to grant full rights and privileges, duties and liabilities of natural-born British subjects. The Commonwealth Government have proposed, instead, to maintain the distinction created by their Constitution and certain local laws between natural-born British subjects and those naturalised in the Commonwealth. With this limitation they are prepared to recognise an Imperial certificate of naturalisation within the Commonwealth, but it must be clearly understood that such a certificate will confer on the holder no greater rights in Australia than a certificate issued under the local law. A question has arisen as to the method of bringing the law into operation through the dominions of the Crown, and it was suggested that this should be done by Order in Council, but the Government of the Union of South Africa pointed out that such a proposal involved a grave departure from established practice, inasmuch as it proposed to interfere with the legislative powers of the self-governing dominions. The bill, therefore, provides that it should not apply to any self-governing dominion unless both of the Houses of Parliament approve such a step.

INSURANCE QUESTIONS.

Queer differences are arising out of the Insurance Act. We already have the decision of Justice Parker that curates are not employed persons within the meaning of the Act and will therefore escape its regulations. But there are many more problems yet to be solved. Mr. Justice Swinfen Eady is to hear a motion to decide the meaning of "manual labour." There are men earning over £160 a year as tailors' cutters and as engineers in factories and their cases want settling; for if they are held to be manual labourers they must be insured, however high their wages. Then there is the case of the piano tuner, who says he works with his ear, not his hands; the West End hairdressers' assistant, who claims to be an artist in ladies' coiffures; and the Chelsea artists' model. The last is the queerest case of all. Can persons be said to live by manual labour when they are paid merely for standing still!

THE IMPERIAL WIRELESS CHAIN.

This week the critics will be on the war path against the Government for making what they consider are terms too favourable to the Marconi Company in arranging for a chain of six wireless stations between this country, South Africa and the Far East. They are to be placed at London, Alexandria, Nairobi (British East Africa), Pretoria, a place yet to be fixed on in India, and Singapore—each to be established at a cost to the Imperial authorities of at least £50,000. The agreement provides, in addition, that for a term of years which must be at least five and may be twenty-eight, the Marconi Company shall receive a royalty of ten per cent. per annum of the gross receipts of each station. The critics are to be found on both sides of the House, and they will not only criticise the fact that the present agreement is all on the side of the Company, but also the fact—not capable of being laid at the door of this present Government—that the authorities declined to deal with the Marconi people early in the history of the wireless system, when the cost to the Empire would have been very small indeed. Perhaps this great "deal" explains why a certain city man has lately blossomed out as a

wealthy person, with a string of race-horses. I hear that he made his pile quite recently by Marconi stock operations.

MR. RAMSAY MACDONALD.

Mr. Ramsay Macdonald's acceptance of a place on the Royal Commission to investigate the requirements of the public service in India is generally accepted at Westminster as an indication of an impending graceful exit from Parliamentary life. It is true, of course, that Lord Ronaldshay, a Unionist member of the House of Commons and a well-known traveller in the East, is associated with the Chairman of the Parliamentary Labour Party on the Commission, the work of which promises to keep them away from legislative labours for the best part of two years, but it is obvious that the case of a party leader and that of a private member are vastly different. The Labour representative of Leicester may be believed to desire a respite from the daily drudgery of Parliament for more than one reason, not the least potent of which, to the great regret of all who know him, is the severe domestic loss he suffered recently, from the shock of which he has never fully recovered. The events of the session, moreover, have been discouraging to him, for they have revealed a rift between the Labour representatives in the House and the Labour electors in the country that might easily become a chasm. It may be that no definite withdrawal will take place at present and that Mr. Parker, the deputy chairman of the party and member for Halifax, will deputise for his chief, but nobody will be surprised to hear that Westminster has lost Ramsay Macdonald for a considerable time at least. He is not in favour of the ranting syndicalism that has lately found support among the rank and file of the workers, and shortly a book will be published from his pen in which he will define syndicalism and criticise its actions. Of course, he is already as well-informed on Indian matters as any member of Parliament, and is trusted to such an extent by the native Indians that they recently asked him to preside at their national congress.

A GREAT TREK.

A whole colony is on the move to-day. The other day I came across a party of them passing through Trafalgar Square. They represented the Welsh settlers who left England in 1865 for Patagonia, but have now decided to transfer to Victoria, Australia. Practically the entire colony in Patagonia, about 4,000 in all, have decided, I understand, to make the move. Through all the years the settlers have remained British subjects, but of late years the Argentine Government have been exercising pressure to induce them to become naturalised to the Republic. This pressure has roused resentment, especially as it would entail military service under what they regard as an alien flag; so they have come to the conclusion to pack up and go to a real bit of British territory. During the week the forerunners of the great trek have been renewing old connections in Wales, but now they are aboard for Melbourne and when they have made the necessary arrangements the whole colony will follow.

WOMEN TREASURE-SEEKERS.

BURIED MILLIONS IN COCOS ISLAND.

One of the most romantic stories of hidden treasure is recalled by the news that a London syndicate is fitting out the steamship *Melmore* at Plymouth to search for hidden treasure valued at twenty millions sterling, which is supposed to be buried on Cocos Island, in the Pacific.

Two ladies—Miss Davis and Mrs. Barry Till—are among the principals in the venture. They were on the island last year, and it is said discovered the exact whereabouts of a cave where a vast treasure was concealed by pirates. They are already on their way to Panama, where the *Melmore* will join them. A cinematograph operator will go with the expedition.

While the final preparations were in progress news came that a rival expedition was preparing to go to the island, intending to reach it a fortnight before the *Melmore*. This party is said to have the same clues as Miss Davis and Mrs. Till.

There is a second store of buried wealth on the island, consisting of ancient Peruvian church plate and great bars of gold, while there is supposed to be a statue of the Virgin in solid gold of such weight that three men cannot lift it from the ground.

All this was stored in a bank at Callao in 1821, when a revolution broke out, and the Governor commissioned a certain Captain Thompson to take the treasure on board with the bank officials as escort, and convey it to a place of safety.

Captain Thompson murdered the escort and buried the treasure on Cocos Island. His ship was pursued by the outraged Peruvian authorities, and his crew were ultimately hanged, but the enterprising captain escaped to Canada, where he died.

Before dying he whispered the secret of the treasure to a man named Keating, who visited the island and took away £600 worth of doubloons.

This much of the dying captain's statement has been handed down—
"With your back to the sea, face the straight highest cliff on the north of the island; at its western slope see a rivulet. Walk twenty paces to westward of rivulet, and then fifty paces inward till out of sight of the sea, where the ground suddenly shelves down, and a wide slab of rock will show you the spot."

Courses of streams alter rapidly in those regions, and the numerous treasure-hunters have never located the booty. Lord Fitzwilliam was among one of the most recent parties of visitors to the island, and carried out extensive digging operations without result.

NOTES AND NEWS.

THE DEVIL IN SOLUTION.

A jury called together at Rhos, near Wrexham, to investigate the cause of the death of a young collier named Edward Evans, came to the conclusion that "he met his death by wilfully throwing himself down the Pant Pit while under the influence of the intoxicating devil in solution, and that he was then of unsound mind."

GIFT TO LONDON SCHOOL OF TROPICAL MEDICINE.

Mr. Auston Chamberlain has received a sum of £500 from the Chartered Bank of India, Australia, and China for the London School of Tropical Medicine. This is in response to the appeal made by him at the London Chamber of Commerce to the banks and other corporations trading in the tropics. The fund now amounts to over £25,000, and including Lord Wandsworth's bequest to nearly £30,000.

SILK HAT AS BANS.

While a pawnbroker in Aberdeen, Scotland, was endeavouring to dispose of an old silk hat recently she discovered in the lining bank deposit receipts for £600. Fortunately the pawnbroker knew that the hat had belonged to a local gentleman who had died three years ago, and on communicating with his representatives she was informed that the missing securities had been the subject of prolonged search and litigation. Their discovery cleared the deceased's lawyers of a suspicion of carelessness. The deceased had been in the habit of using his hat as a bank.

THE NOVELIST'S DAUGHTER.

Sir H. Rider Haggard has sent to the Press a letter from his daughter, who is staying at his house, Keesingland Grange, near Lowestoft, and who thinks she has seen a "sea serpent" there. Miss Rider Haggard's letter says: "I saw what looked like a thin dark line, with a blob at one end, shooting through the water at terrific speed. Through glasses we could make out it had a sort of head at one end, and then a series of about thirty pointed blobs, dwindling in size as they approached the tail. It got more and more submerged and then vanished. I suppose it was about sixty feet long."

HUSBAND PREPARES LIVING WIFE TO HER DEAD RIVAL.

A Paris item of news in a London paper of the 3rd inst. says:—
Mme. Bloch, who recently shot her rival in her husband's affections, is rapidly becoming the heroine of the Boulevard. Even her husband has been unable to refrain from paying a tribute to her. He arrived in Paris last night from Aix la Chapelle, and drove at once to the central police station, where he was allowed to see his wife. After the interview he made what, under the circumstances, is a somewhat remarkable declaration. "All my sympathies are with my wife," he said. "She is a model spouse, an irreproachable mother, a dramatic author of talent, whose debut in literature four years ago excited general attention. She is also younger than my friend" (Mrs. Bridgeman, the murdered woman) "and not less handsome." Innumerable letters and telegrams are arriving at the house of Mme. Bloch congratulating her on her action in shooting her rival. One says: "Bravo, dear friend!" Another: "You have done well!" A third: "I would have done the same and the persons who sign them are well-known personalities in the feminist world."

VITAL OIL.

"What does the Unionist party intend to do about the oil supply of the British Navy and of the mercantile marine?" asks Mr. Arnold White ("Vance") in the *Referee*. "This question is one of supreme importance, and cannot be safely entrusted to any Royal Commission for absolute settlement. Already the financiers in one group of oil kings have offered a fee of £10,000 a year as a return to a distinguished public man. The offer was refused. The fact that it was made shows that the Unionist party should make up its mind as to what it intends to do about the finance of the British oil supply. A British Borneo with petroleum rights of 30,000 square miles in British North Borneo. I understand that one of the most distinguished and enterprising of the oil kings has already acquired petroleum rights over the protectorate of Sarawak, and, further, that the British North Borneo portion of the Island of Borneo has been found to contain vast petroleum deposits over which cosmopolitan financiers have cast their greedy eyes. Standard Oil shares rose 77 points on the announcement of the Oil Fuel Commission. Trinidad oil is marked down by an oil king. The administration of Egypt by Lord Cromer showed that financiers can be kept at bay when their objects conflict with the interests of the governed and of the Empire. The fact is that some of our present rulers are rapidly losing their reputations for fastidious dealings in money matters."

GOOD CROPS IN SZECHUEN.

Throughout Szechuen the crops are reported to be excellent and farmers are having a perfect harvest, while, according to reports received from all parts of the province, the weather continues favourable. Business is quiet, but new goods will arrive as soon as a change occurs in the state of the money market. At present business is greatly hindered by the small amount of silver in circulation. At the same time it is reported that taxes amounting to six thousand taels daily are being collected in Chengtu.

COLLISION AT SHANGHAI.

As the H.A.L. str. *Loongmoon* was leaving the Old Ningpo Wharf, Shanghai, on Saturday morning, in swinging to get under way, she collided with the Glen Line str. *Glenloch*, lying in the stream, just opposite. Damage was done to the *Glenloch's* bulwarks, the quarter boat on the port side, and a part of the deck-house there. After a slight delay, the *Loongmoon* proceeded on her voyage to Tsingtao and Tairen.

INTIMATIONS

JOHNSTONE'S

M.P.



The effects of bad Whisky

After effects of M.P.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS.

133

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

CHATEAU ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.

also

DRAWING INSTRUMENTS AND MATERIAL

T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.

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W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

45

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BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

O'LEARY & Co. SCIENTIFIC OPTICIANS YORK BLOCS, CHATER RD HONGKONG

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 18.
Telegraphic Address: PRESS.
Cable: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

SUPERINTENDENT OF POLICE, TIENTSIN.

THE BRITISH MUNICIPAL COUNCIL, TIENTSIN, invite applications for the position of CHIEF SUPERINTENDENT OF POLICE, the force consisting of 23 Sikhs and 110 Chinese Constables. Preference would be given to a candidate possessing a knowledge of Hindustani and/or Chinese. Quarters (unfurnished) will be provided or an allowance in lieu thereof.

Applications stating qualifications, police experience, and salary required should reach THE SECRETARY, BRITISH MUNICIPAL COUNCIL, TIENTSIN, not later than October 15th, 1912. [1027]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU"

FROM SAN FRANCISCO VIA HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from Company's Godown.

Cargo remaining undelivered on MONDAY, the 2nd Sept., at 5 P.M., will be loaded at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, the 5th Sept., afternoon, will be subject to rent and landing charges.

All claims for otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on SATURDAY, 7th Sept., at 10 A.M.

All Claims must be filed on or before 12th Sept., otherwise they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, 29th August, 1912. [1028]

WANTED.

CHINESE GENTLEMAN, with \$70,000 Cash and title deeds, willing to associate with EUROPEAN GENTLEMAN with some knowledge of Chinese preferred. Business: General Import and Export. Write stating terms, etc., to "ADVERTISER".

Care of "Daily Press" Office.

Hongkong, 29th August, 1912. [1029]

NOTICE.

ON SATURDAY, the 31st inst., being the BIRTHDAY of HER MAJESTY THE QUEEN OF THE NETHERLANDS, the ACTING CONSUL GENERAL will be "At Home" at the Netherland Consulate General from 11 A.M. to 12.30 P.M.

Hongkong, 29th August, 1912. [1024]

DIOCESAN SCHOOL and ORPHANAGE.

SCHOOL DUTIES will be Resumed on MONDAY, 2nd September.

For Terms for Boarders or Day Scholars apply to—

THE HEADMASTER.

Hongkong, 29th August, 1912. [1025]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 7th SEPTEMBER, 1912, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1912, with the Report of the Directors, and to discuss any matter that may be completely brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 7th September, 1912, both days inclusive.

By Order of the Board,

C. MOONEY, Secretary.

Hongkong, 28th August, 1912. [1026]

GRACA & CO.

TRUSSARDI (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of BABY DOLLS

WITH CHINESE DRESSES.

868

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River.

Small quantities handled and specially low rates quoted for large quantities.

[423]

AUCTION

PUBLIC AUCTION.

BY ORDER OF THE EXECUTORS OF THE WILL OF THE LATE MR. H. N. COOPER

THE VERY VALUABLE LEASEHOLD PROPERTIES

Situate and being Nos. 2, 4, 6, 8, 10, and 12, Mosque Street, VICTORIA, HONGKONG,

to be sold by

PUBLIC AUCTION

TO-DAY (FRIDAY),

the 30th day of August, 1912, at 12 o'clock

NOON

IN SIX LOTS,

Messrs. HUGHES & HOUGH

Auctioneers,

At their Auction Rooms, at No. 8

Des Vaux Road, Central.

The Properties consist of:—

Lot 1.—The piece of ground and premises thereon known as No. 12, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 2 of SECTION A OF INLAND LOT No. 58, Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,054 square feet or thereabouts.

Proportion of Crown Rent, \$4.00 per annum.

Lot 2.—The piece of ground and premises thereon known as No. 10, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 of SECTION A OF INLAND LOT No. 58, Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,119 square feet or thereabouts.

Proportion of Crown Rent, \$1.12 per annum.

Lot 3.—The piece of ground and premises thereon known as No. 8, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 of SECTION A OF INLAND LOT No. 58, Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,157 square feet or thereabouts.

Proportion of Crown Rent, \$1.13 per annum.

Lot 4.—The piece of ground and premises thereon known as No. 6, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 of SECTION A OF INLAND LOT No. 58, Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,180 square feet or thereabouts.

Proportion of Crown Rent, \$1.29 per annum.

Lot 5.—The piece of ground and premises thereon known as No. 4, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 of SECTION A OF INLAND LOT No. 58, Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts.

Proportion of Crown Rent, \$1.28 per annum.

Lot 6.—The piece of ground and premises thereon known as No. 2, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 of SECTION A OF INLAND LOT No. 58, Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts.

Proportion of Crown Rent, \$1.28 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof.

The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the Office of

Messrs. DEACON, LOOKER & DEACON,

1, Des Vaux Road, Central,

Vendors' Solicitors,

or at the Office of

Messrs. HUGHES & HOUGH,

The Auctioneers.

Hongkong, 7th August, 1912. [963]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

FURNITURE DEPT.

NOW SHOWING

ALL BRASS

ARABIAN and FOUR POST BEDSTEADS.

CHAIN, BOX SPRING

and

HAIR MATTRESSES.

BLACK and BRASS

BEDSTEADS.

TEAKWOOD BEDSTEADS.

HOSPITAL BEDSTEADS.

and

CHILDREN'S COTS.

LANE, CRAWFORD & CO.

[51]

AUCTION

G. J. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of September, 1912, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND at Mount Parish and May Road respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENT 3, to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

[1014]

PARTICULARS OF THE LOTS.

| No. of Lot | Locality | Boundary Measurements | Consents in Square Feet | Approx. Price |
|------------|--------------|-----------------------|-------------------------|---------------|
| 1 | Mount Parish | 100 feet by 100 feet | 10,000 | 1,000 |
| 2 | May Road | 100 feet by 100 feet | 10,000 | 1,000 |

FOR SALE

FOR SALE OR TO LET.

Furnished or Unfurnished.

"LEWENOR," No. 115, The PEAK.

Possession October 15th, 1912.

Full Particulars of Price or Rent can be obtained from—

Messrs. JOHNSON, STOKES & MASTER, Solicitors,

Prince's Buildings, Lee House Street.

Hongkong, 14th August, 1912. [995]

TO BE SOLD.

AT THE PEAK.

HOUSES and a BUILDING SITE.

DENNYS & BOWLEY, Solicitors,

2, Coanaght Road Central.

Hongkong, 13th August, 1912. [982]

BACON!

SUGAR CURED

BREAKFAST BACON.

Absolutely the best obtainable.

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DAIRY FARM CO., LTD.

[30]

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NEDERLANDSCH-INDISCHE HANDELSBANK.

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Vaux Road Central.

Hongkong, 7th August, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies:—

Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Mexico, Nagasaki, Peking, San Francisco, Shanghai, Singapore, Sookchew, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS:—

Sterling \$1,500,000 at 2/—=\$15,000,000

Silver \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. SHILLIM, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. DEDWELL, Esq., F. Lieb, Esq.

Andrew Forbes, Esq., W. L. FATTENDEN, Esq.

G. FRIEDLAND, Esq., Hon. Mr. C. H. ROSE.

C. S. GUTHRIE, Esq., H. A. SIEB, Esq.

G. R. LAURENCE, Esq.

CHIEF MANAGER:—

Hongkong—N. J. STARR.

ACTING MANAGER:—

Shanghai—A. G. STEPHEN.

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On Current Account at the rate of Two per cent. per annum on the Daily Balance.

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For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STARR, Chief Manager.

Hongkong, 22nd August, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL £1,200,000

RESERVE FUND.....£1,650,000

RESERVE LIABILITY OF PROPRIETORS.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED 1,125,000

PAID UP 562,000

RESERVE FUND 365,000

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Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 29th March, 1912. [909]

ENTERTAINMENTS

THEATRE ROYAL.

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN OPERA CO.

TO-NIGHT! TO-NIGHT!

"THE ARCADIAN."



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG
LANE, ORAWFORD & Co.,
and from ALL WINE MERCHANTS.When
on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Beecham's
Pills

Sold everywhere in boxes of 10 (10 pills), 2/6 (25 pills) and 4/6 (50 pills).



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

113-5

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, RHEUMATISM, GOUT, BRUISES, SWELLINGS, ETC.
THERAPION No. 2
CURES BLOOD POISON, ERYSIPELAS, SCALDS, BURNS, ETC.
THERAPION No. 3
CURES ALL SKIN DISEASES, INCLUDING ECZEMA, PSORIASIS, AND ALL OTHER AFFECTIONS OF THE SKIN.
THERAPION No. 4
CURES ALL AFFECTIONS OF THE THROAT AND LUNGS, INCLUDING BRONCHITIS, ASTHMA, AND ALL OTHER AFFECTIONS OF THE RESPIRATORY SYSTEM.
THERAPION No. 5
CURES ALL AFFECTIONS OF THE STOMACH AND LIVER, INCLUDING INDIGESTION, ACIDITY, AND ALL OTHER AFFECTIONS OF THE DIGESTIVE SYSTEM.
THERAPION No. 6
CURES ALL AFFECTIONS OF THE NERVOUS SYSTEM, INCLUDING NEURALGIA, MIGRAINE, AND ALL OTHER AFFECTIONS OF THE NERVOUS SYSTEM.
THERAPION No. 7
CURES ALL AFFECTIONS OF THE BLADDER AND KIDNEYS, INCLUDING GRAVEL, CALCULI, AND ALL OTHER AFFECTIONS OF THE URINARY SYSTEM.
THERAPION No. 8
CURES ALL AFFECTIONS OF THE PROSTATE GLAND, INCLUDING PROSTATITIS, PROGLANDULITIS, AND ALL OTHER AFFECTIONS OF THE PROSTATE GLAND.
THERAPION No. 9
CURES ALL AFFECTIONS OF THE UTERUS AND VAGINA, INCLUDING LEUCORRHOEA, DYSMENORRHOEA, AND ALL OTHER AFFECTIONS OF THE GENITAL SYSTEM.
THERAPION No. 10
CURES ALL AFFECTIONS OF THE EYES, INCLUDING CATARRH, OPHTHALMIA, AND ALL OTHER AFFECTIONS OF THE EYES.
THERAPION No. 11
CURES ALL AFFECTIONS OF THE EARS, INCLUDING OTITIS, AND ALL OTHER AFFECTIONS OF THE EARS.
THERAPION No. 12
CURES ALL AFFECTIONS OF THE NOSE, INCLUDING RHINITIS, AND ALL OTHER AFFECTIONS OF THE NOSE.
THERAPION No. 13
CURES ALL AFFECTIONS OF THE THROAT AND LUNGS, INCLUDING BRONCHITIS, ASTHMA, AND ALL OTHER AFFECTIONS OF THE RESPIRATORY SYSTEM.
THERAPION No. 14
CURES ALL AFFECTIONS OF THE STOMACH AND LIVER, INCLUDING INDIGESTION, ACIDITY, AND ALL OTHER AFFECTIONS OF THE DIGESTIVE SYSTEM.
THERAPION No. 15
CURES ALL AFFECTIONS OF THE NERVOUS SYSTEM, INCLUDING NEURALGIA, MIGRAINE, AND ALL OTHER AFFECTIONS OF THE NERVOUS SYSTEM.
THERAPION No. 16
CURES ALL AFFECTIONS OF THE BLADDER AND KIDNEYS, INCLUDING GRAVEL, CALCULI, AND ALL OTHER AFFECTIONS OF THE URINARY SYSTEM.
THERAPION No. 17
CURES ALL AFFECTIONS OF THE PROSTATE GLAND, INCLUDING PROSTATITIS, PROGLANDULITIS, AND ALL OTHER AFFECTIONS OF THE PROSTATE GLAND.
THERAPION No. 18
CURES ALL AFFECTIONS OF THE UTERUS AND VAGINA, INCLUDING LEUCORRHOEA, DYSMENORRHOEA, AND ALL OTHER AFFECTIONS OF THE GENITAL SYSTEM.
THERAPION No. 19
CURES ALL AFFECTIONS OF THE EYES, INCLUDING CATARRH, OPHTHALMIA, AND ALL OTHER AFFECTIONS OF THE EYES.
THERAPION No. 20
CURES ALL AFFECTIONS OF THE EARS, INCLUDING OTITIS, AND ALL OTHER AFFECTIONS OF THE EARS.
THERAPION No. 21
CURES ALL AFFECTIONS OF THE NOSE, INCLUDING RHINITIS, AND ALL OTHER AFFECTIONS OF THE NOSE.

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(Chinese Daily Press).

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YUAN SHIH K'AI AND HIS
GENERALS.

[FROM "THE TIMES."]

The situation in China, as it develops under the Republican form of government, affords but little ground for optimism. Its main features point to a steady growth of reaction, most marked in the North, against that form of government, and to the increasing ascendancy of military elements, whilst the separatist tendencies of the South are becoming more marked every day. These things have been foreseen by dispassionate observers since the first success of the revolutionary movement. In the light of all recent history, they were practically inevitable, if only because the social and economic factors at the root of China's unrest cannot possibly be remedied by any change in the outward symbols or designation of the executive authority. For half a century or more the administration of the Chinese Empire has persisted by virtue of the Dragon Throne's traditional prestige, of a diminishing, but still real, momentum of authority. The revolution has destroyed that prestige without producing the constructive genius requisite to supply something equally effective in its place. At Shanghai and other centres of democratic activity everything goes to show that, outside the small political cliques which dominate the policies of the Advisory Council and the provincial Assemblies, Young China now exercises little influence and less authority. Its fiscal, financial, and administrative blunderings have completely alienated the confidence of the gentry and merchants, of that productive middle class from which alone salvation can come. The situation is clearly reflected in the hurried defection of the first Republican vanguard, in the mutual suspicions and constant recriminations between the Tung Wan Hui and the Kung Ho Tang, and in the attitude of the military commanders, who are evidently ambitious, and threaten to conspire, to regulate State affairs. Young China, and particularly Cantonese Young China, is proving once again the truth of Herbert Spencer's dictum, that "in proportion as the members of a Society are aggressive in their nature, they can be held together only by a proportionately strong feeling of unreasoning reverence for a ruler, and, if the sentiment of subordination becomes enfeebled, without self-control gaining in strength proportionately, there arises a danger of social dissolution." The vicious circle of national inefficiency, which widened under the last Manchu Emperors, remains unbroken, and has, indeed, been enlarged, by reason of the lawlessness born of the revolution; the problem, which still harasses this long suffering race, is: How can a strong New China be created by an official class which continues to prove itself politically and morally unregenerate?

DIFFICULTIES AND DANGERS. Undoubtedly, the most significant feature of the present situation lies in the assertion and exercise of political power by the commanders of the various military forces scattered throughout the provinces by the very men who, during the past eight months, have signally failed to maintain discipline and to subordinate their personal interests to the commonweal. It will be remembered that, at the beginning of the revolution, it was one of these forces, the Manchou contingent, which dictated the 10 articles of the Constitution which the Throne and the National Assembly accepted so ignominiously in November. Since then the Army has been busy, not in protecting life and property, in reorganizing its drill and equipment on a uniform basis, but in clamouring for privileges and pay, and in securing its loot. To-day, with its prospects of regular pay rendered uncertain by the Government's failure to obtain either recognition or loans from the foreign Powers, most of its leaders are evidently inclined to support Yuan Shih-k'ai, the one man capable, with the support of improving the nation—the one man for whom the men who comprise the northern troops retain some of the traditional respect. Their attitude is, no doubt, to be attributed to intelligent self-interest rather than to patriotism or public spirit, but it is none the less significant. It means that China has, in fact, evolved a Military League, very similar to that which is attempting at this moment to dominate the Government of Turkey, but lacking in the patriotism and internal discipline which have hitherto distinguished the Ottoman Army.

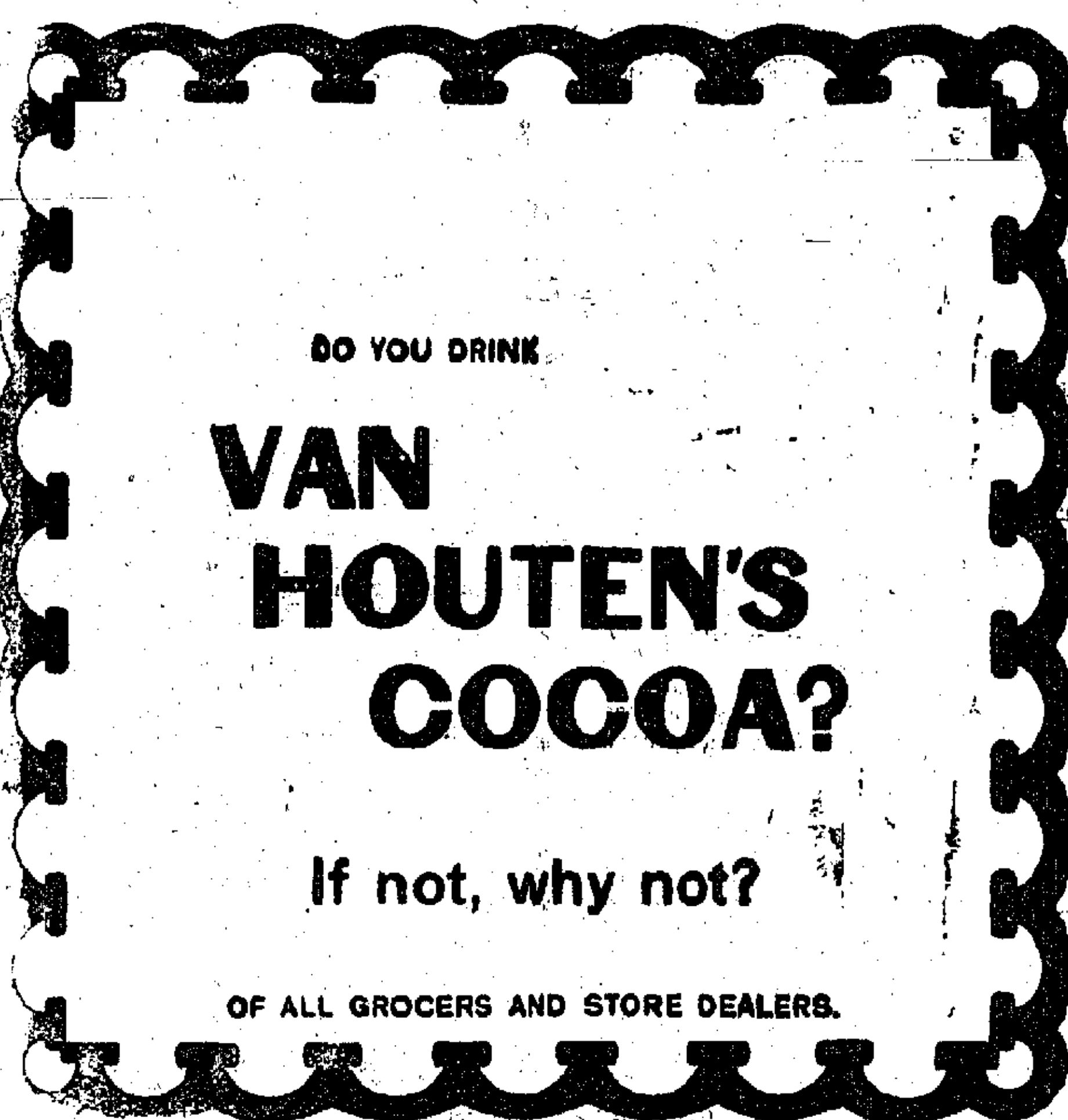
The position of Yuan Shih-k'ai as President is one of increasing difficulty and danger; the manifesto which he issued to General Li Yuan-hung and the Provincial Tutuhs on June 24th is evidence that he himself appreciates the fact. In this remarkable document, the President of the Republic, whose staunch loyalty to the Monarchy elicited general admiration six months ago, is reported to have said that:—

On reaching middle age he had become firmly convinced that the Constitution of America and France accorded with the ideas of China's sages. After 2,000 years of despotism, Republicanism had been established, fulfilling his long-cherished desire. He had therefore sworn allegiance to the Republic, and it had since been his duty to see that neither King nor Emperor reigned. Lately, there had been rumours of his unfaithfulness, rumours that he wanted to become another Napoleon; these he declared to be due to misunderstanding, or to an attempt to serve private ends.

Without going back to the events of the coup d'Etat in 1898, there is ample and conclusive evidence that Yuan's inveterate policy of facing both ways has committed him, both before and since the abdication of the Manchus, in a manner which could hardly fail to attract attention and arouse suspicion amongst his political opponents. His policy, following the traditional lines of Celestial statecraft, has been so instinct with duplicity as to make it impossible to fathom his real intentions. His overtures to Sun Yat-sen, before the declaration of the Republic, his relations with General Chang Hsuan, his declared opinion on the irreconcilable differences between north and south, and his open rupture with Tang Shao-yi and the Tung Men Hui, all these are well-known and

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publicly discussed in China. On the other hand, he is certainly entitled to sympathy and lenient judgment, in that many of his political acts have been forced upon him by the foreign Powers (to him) unexpected attitude of neutrality and by their failure to afford him the financial support which he had every reason to expect upon assuming the Presidency under the Monarchy. Consistency of policy and loyalty of purpose have never been rigorously demanded of China's statesmen, and there is every reason to credit Yuan Shih-k'ai with a patriotic desire to deliver the country, whether as a Monarchy or a Republic, out of all its afflictions. If he can guard himself against the assassins of the Tung Wan Hui and other advanced "politicians" and if he can secure, on terms the steady support of Li Yuan-hung, Huang Hsing, and other powerful commanders, he may be able to evolve order out of the present chaos and to restore that wholesome reverence for constituted authority without which the government of China is impossible. Whether, as many Chinese profess to believe, he actually aspires to be the founder of a new dynasty is another matter, and one which in itself would not greatly disturb the Chinese people.

MILITARY POWER AND FINANCE.

But if Yuan's authority is to be asserted and supported by the aid of the military commanders, the loyalty of their troops will assuredly be conditional on the maintenance of their privileges and the regular provision of their pay. To ensure these things Yuan must be in a position to command foreign loans. To do this he must satisfy foreign capitalists and the powers behind them that effective control of expenditure is guaranteed and he must be able to impose his authority in this vital question upon the unruly elements in the provinces. This practically involves a dictatorship, more or less prolonged, and based on the loyalty of the troops, and it assumes that the differences between north and south and the claims of the provinces to local autonomy in matters financial can be adjusted. It is obvious that serious difficulties must arise in the case of troops whose local interests are stronger than their instincts of nationalism. On the whole, however, and considering the question from the standpoint of the ultimate welfare of the Chinese people, it would seem that a dictatorship in the hands of an able administrator like Yuan, accustomed to the handling of troops, offers the best hope of a recuperative period and the beginnings of reorganization.

The opinion seems fairly general amongst the property-owning classes in

China that the Powers whose interest, and professed desire it is to increase China's national efficiency and to preserve her territorial integrity would be well advised to extend moral and financial support upon terms to Yuan as the best chance of avoiding long years of anarchy. It is an open secret that this would have been done in December last had it not been for the opposition brought to bear by the foreign mercantile communities at the Treaty Ports, and notably by the great British firms at Shanghai. These, naturally fearing that any support given to the cause of the Monarchy would lead to destruction of their property by the Republicans, to the killing of Europeans in the interior, and to a general cessation of trade, brought all their influence to bear against Yuan and the Monarchy; its weight was sufficient to determine the Powers concerned in a policy of benevolent but futile neutrality. In declining, at the last critical moment, to supply Yuan with the funds which would, no doubt, have saved the Throne last December, the Powers interested in the four Powers' loan negotiations undoubtedly followed the lead of Great Britain, and the diplomatic body at Peking virtually left the chief responsibility with the British Minister. Sooner or later that responsibility will have to be faced anew, and with it the risks of definitely supporting a central authority against the unruly elements of Young China.

A FIRM HAND NEEDED. To continue to advance foreign capital for the payment of troops, or for the redemption of "military notes," would be suicidal, for there would be no inducement to reduce the numbers of these marauding bands and no incentive to proceed with the reorganization of internal taxation for revenue purposes. The mercantile classes are now generally convinced of the necessity for supervision of loan funds and for a strong policy of centralization in matters of national, as distinct from local, finance; they perceive, also, the dangers that underlie the local and provincial loans recently contracted by all manner of more or less irresponsible authorities. The people at large have no say in these matters; they have proved once more their instinctive tractability and their respect for authority, however constituted, by the protection universally accorded, by Young China's orders, to the lives and property of foreigners in all parts of the country. And in this connection it may be observed that if, as seems possible, an anti-foreign movement should now be created by the agitators who follow after Sun Yat-sen and General Huang Hsing, there should be neither hesitation nor delay in definitely fixing the responsibility for the

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"O. J. D. AHLERS"

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No Fire Insurance will be effected by us in any case whatever.

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HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 28th August, 1912. [1026]

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consequences of such a movement upon those who, for their own ends, incite the people to violence. If the revolution has accomplished nothing else, it has at least proved that the masses can easily be restrained from attacking the foreigner, which is precisely what most residents in China; diplomats excepted, have always maintained.

The question underlying all Young China's activities and the warfare of parties in the Advisory Council is the question of the allocation and use of foreign capital, a sordid matter of personal aims and self-interest. It can be solved either by dictatorial methods or by a reasonable compromise, but only by unwavering firmness where Young China is concerned. Confronted by a determined policy and reserves of force, the bluff and boyish bravado of the student class would rapidly subside. There would be a certain amount of bloodshed, no doubt, but far less than there must be if the present conditions are permitted to continue. Let it once be understood that the central authority in the hands of Yuan (or any other suitable person) can count on the moral and financial support of the Powers chiefly concerned, and that Young China's disruptive tendencies can no longer rely on European sympathy, and the prospects of peace in the Middle Kingdom will be materially advanced.

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No. 19, SHELLEY STREET,
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Hongkong, 22nd May, 1912. [123]

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| NILE | 11,000 | TUESDAY | 15th Oct. at 1 P.M. |
| MONGOLIA | 27,000 | WEDNESDAY | 23rd Oct. at 1 P.M. |
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[42-43-44]

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8 a.m. "HEUNGSHAN" 8 a.m. "HONAM."
10 p.m. "KINSHAN" 5 p.m. "FATSHAN."

SATURDAY, 31st AUGUST, 1912.

8 a.m. "HONAM" 8 a.m. "HEUNGSHAN."
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[155]

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| TJIMANOEK | JAVA | Second half of September | JAPAN | Second half of September |
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| TJIPANAS | JAVA | First half of October | SHANGHAI | First half of October |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

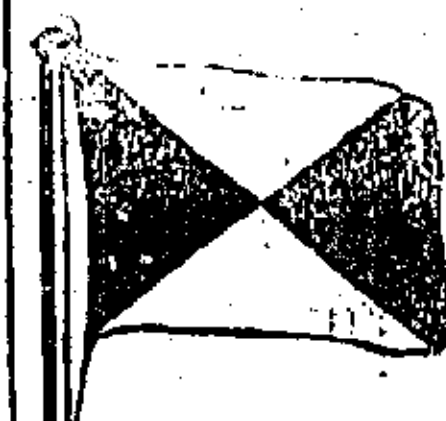
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 26th August, 1912.

Telephone No. 375.

7



PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|-----------------------------------|---------------------|
| RUBI | 4000 | S. A. Crosby | Manila, Mangarin, Iloilo and Cebu | On 2nd Sept. 4 p.m. |
| ZAFIRO | 4000 | M. C. Smith | Manila, Mangarin, Iloilo and Cebu | On 7th Sept. 4 p.m. |

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 24th August, 1912. PHILIPPINES S.S. Co.

13

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 2,961 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 7th Sept.

WESTWARD.

S.S. "JELUNGA," 3,361 tons, Capt. Macindyeu, will be despatched as above on 10th September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 27th August, 1911.

AGENTS.

692

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|--|---------------------------------|--------|-----------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN | "KLEIST," Capt. L. MAASS | 17,000 | (Wednesday, 4th Sept. at 10 a.m.) |
| SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA | "GOEBEN," Capt. G. LINDEMANN | 17,300 | (About Wednesday, 4th Sept.) |

MANILA, YAF, MARONN, SAMA, RAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ SIGISMUND," Capt. D. LENZ, 6,000 (Saturday, 7th Sept. at 9 a.m.)

KOBE and YOKOHAMA ... "PRINZ WALDEMAR," Capt. H. BREMER, 6,100 (About Tuesday, 17th Sept.)

KUDAT and SANDAKAN ... "BOENEO," Capt. F. SEMBIL, 5,000 (Middle of Sept.)

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 28th August, 1912.

5

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East—16, DES VUEX ROAD, HONGKONG. SHANGHAI: 2-5, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. BERNIER.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$3.50

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ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON P. & M. BAY

On the Day Preceding the Departure of the English Mails from the Year of the Chinese of the Indian Mints to the Free Coinage of Silver

FROM 1893 to 1909;

ALSO

SHIPPING

ARRIVALS.

Amoy, German str., 3,223, W. Faas, 29th August—Koolung 27th August, General—Hamburg Amerika-Line.
 Amoy, British str., 1,300, Harris, 29th August—Shanghai 25th August, General—Butterfield & Swire.
 Amoy, Japanese str., 3,087, H. Tamikawa, 29th August—Mojji 23rd August, Coal—Mitsui Bussan Kaisha.
 Amoy, Chinese str., 1,037, Richards, 29th August—Shanghai 25th August, General—Chinese.
 Amoy, German str., 3,528, H. Matthei, 29th August—Java 21st August, Sugar—Order.
 Amoy, German str., 9,980, R. G. Loh, 29th August—Hongkong 27th August, Coal—Butterfield & Swire.
 Amoy, British str., 2,981, Tompase, 29th August—Calcutta 13th August, General—Jardine, Matheson & Co.
 Amoy, British str., 4,914, H. W. A. Clarke, R.N.R., 29th August—London and Singapore 23rd August—General—P. & O. S. N. Co.
 Amoy, Japanese str., 3,851, Izumi, 29th August—Mitsui Bussan Kaisha.
 Amoy, Japanese str., 7,226, H. S. Smith, 29th August—San Francisco 3rd August, General—Toyo Kisen Kaisha.

CLEARANCES.

At the Harbour Master's Office.
 August 29th.
 Amoy, British str., for Canton.
 Amoy, Chinese str., for Canton.
 Amoy, British str., for Tsingtau.
 Amoy, J. D. Ahrens, Ger. str., for Yokohama.
 Amoy, British str., for Yokohama.

DEPARTURES.

August 29th.
 Amoy, British str., for Shanghai.
 Amoy, Norwegian str., for Newchuan.
 Amoy, Norwegian str., for Bangkok.
 Amoy, British str., for Shanghai.
 Amoy, British str., for Mojji.
 Amoy, German str., for Haiphong.
 Amoy, Japanese str., for Sydney.

PASSENGERS.

ARRIVED.
 Per Amoy, from Koolung, Mr. H. Diner.
 Per Amoy, from Calcutta, Mr. E. E. Walker.
 Per Amoy, from Shanghai, Messrs. Koorag, Ingren and Shults.
 Per Amoy, from San Francisco, Mr. C. E. Atwood, Rev. and Mrs. A. E. J. Barnett, Mr. A. Bertrand, Rev. F. A. Britton, Lt. Col. R. E. Dyer and native servant, Rev. and Mrs. J. A. Eakin, Mr. and Mrs. J. S. H. Frank, Mr. K. Ito, Mr. and Mrs. J. P. Jackson, Mr. H. G. Lowder, Lt. Col. A. G. Marable, Mr. T. S. McEachran, Miss B. M. Moore, Rev. N. C. Pope, Capt. and Mrs. C. B. Riley, child and two amahs, Mrs. A. Higgin and child, Capt. H. Spear, Mr. T. P. Shaw, Mrs. C. Shun, Master F. Shun, Mr. and Mrs. J. E. Springer, Master J. Y. Springer, Master H. Springer, Mr. M. L. Stephens, Mr. E. Teicher, Mrs. P. A. Thompson, Mr. J. H. Tibbs, Mr. L. A. Train, Mr. G. W. Viley, and Mrs. S. Vallance.

SHIPPING REPORTS.

The British str. *Vancouver* reports: Fine weather, light monsoon.
 The Chinese str. *Hsin Yu* reports: Fresh northerly winds and fine.
 The German str. *Amoy* reports: Weather moderate by low pressure, heavy rain.
 The British str. *Amoy* reports: Light to strong northerly winds with low barometer at the commencement of passage, weather generally improving at latter end.

LATEST STEAMER MOVEMENTS.

The str. *Scang Bee* left Rangoon on the 28th August, for Hongkong via Penang and Singapore, and is expected to arrive here on the 6th September.
 The E. & A. str. *St. Albans* left Sydney on the 28th August, for this port (via Queensland Ports, Port Darwin, and Manila).

VESSELS PASSED ANKER.

August 1, Dutch str. *Kambangan*, Bakker, August 1, from Batavia for Amsterdam.
 August 2, Dutch str. *Tabanan*, Boon, August 2, from Batavia for Rotterdam.
 August 3, Dutch str. *Gouda*, Putte, from Rotterdam for Batavia.
 August 3, Norwegian str. *Salsud*, from China for Westward.
 August 4, British str. *Islandia*, August 2, from Samarang for Colombo.
 August 4, German str. *Albany*, Hawth, August 3, from Tientsin for Batavia.
 August 6, Dutch str. *Krakatau*, Beyer, from Amsterdam for Batavia.
 August 8, Dutch str. *Minado*, Messbury, August 5, from Batavia for Rotterdam.
 August 9, Dutch str. *Samarinda*, Eem, from Rotterdam for Batavia.
 August 9, British str. *Unbatta*, August 7, from Soerabaya for Colombo.
 August 12, Dutch str. *Barrbus*, Barends, August 12, from Batavia for Amsterdam.
 August 12, British str. *Diamond*, August 13, from Batavia for Amsterdam.
 August 12, British str. *Shirata*, from Colombo for Soerabaya.
 August 13, Dutch str. *Billeton*, Zailinja, July 4, from Rotterdam for Batavia.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| 1. From Green Island to the Harbour Master's | | 2. From Harbour Master's to Blake Pier | | 3. From Blake Pier to Naval Yard | | 4. From Naval Yard to East Point | |
|---|------------------|--|---------|----------------------------------|-------------------------------|----------------------------------|--|
| DESTINATION. | VESSEL'S NAME. | FLAG & REG. | UNRETE. | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESTROYED. | |
| LONDON, via Usual Ports of Call. | ASSAYE | Brit. str. | — | G. W. Cockman, R.N.E. | P. & O. S. N. Co. | To-morrow, at Noon. | |
| LONDON & ANTWERP via SINGAPORE, &c. | NUBIA | Brit. str. | — | E. J. Fox | P. & O. S. N. Co. | About 4th Sept. | |
| HAVRE & HAMBURG, &c. | GOLDENFELS | Ger. str. | k. w. | Dieckmann | HAMBURG-AMERICA LINE | On 4th Sept. | |
| HAVRE, ROTTERDAM & HAMBURG, &c. | BEISAVIA | Ger. str. | k. w. | Gieseler | HAMBURG-AMERICA LINE | On 8th September. | |
| HAVRE, BREMEN & HAMBURG, &c. | KAJA MARU | Jap. str. | k. w. | Rassau | HAMBURG-AMERICA LINE | On 12th September. | |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | PERUVIAN | Ger. str. | k. w. | G. Tabasa | NIPPON YUSEN KAISHA | On 15th Sept., at D'light. | |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | SILVERA | Ger. str. | k. w. | Ernst | HAMBURG-AMERICA LINE | On 15th Sept. | |
| VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | — | OSAKA SHOSHUN KAISHA | On 3rd Sept., at 1 p.m. | |
| VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN | SHINDEKA MARU | Jap. str. | — | — | NIPPON YUSEN KAISHA | On 10th Sept., at 4 p.m. | |
| VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN | CANADA MARU | Jap. str. | — | — | OSAKA SHOSHUN KAISHA | On 17th Sept., at 1 p.m. | |
| VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN | ORBERIC | Brit. str. | — | — | THE BANK LINE LTD. | On 17th Sept. | |
| NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON | KLEIST | Ger. str. | — | L. Masses | MELBOURNE & CO. | On 4th Sept., at 10 a.m. | |
| NAPLES, GENOA & LONDON | GLENLOGAN | Brit. str. | — | J. McGregor | SHAW, TOMES & CO. | About 14th Sept. | |
| TRIESTE, FLORENCE, VENICE via SINGAPORE, &c. | VORWARTS | Aus. str. | — | — | SANDER, WHEELER & CO. | On 1st Sept. | |
| TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c. | AFRICA | Am. str. | — | — | SHAW, TOMES & CO. | On 19th Sept., at 5 p.m. | |
| NEW YORK, via SUEZ CANAL | AMERICA | Am. str. | k. w. | W. Faas | HAMBURG-AMERICA LINE | About 12th September. | |
| BOSTON & NEW YORK | DACE CASTLE | Brit. str. | — | — | DODWELL & CO., LTD. | About 19th Sept. | |
| YANCOUVER via SHANGHAI, JAPAN, &c. | MONTEAGLE | Brit. str. | 2 m. | W. Davison | CANADIAN PACIFIC CO. | On 5th Oct., at 6 p.m. | |
| YANCOUVER via SHANGHAI, JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | 2 m. | — | CANADIAN PACIFIC CO. | On 14th Sept., at 6 p.m. | |
| SAN FRANCISCO via KEELUNG & JAPAN, &c. | SHINYO MARU | Jap. str. | — | H. S. Smith | TOYO KISEN KAISHA | On 10th Sept., at Noon. | |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | CHINA | Am. str. | — | — | PACIFIC MAIL S.S. CO. | On 24th Sept., at 1 p.m. | |
| SAN FRANCISCO via KEELUNG & JAPAN, &c. | KOREA | Am. str. | — | — | PACIFIC MAIL S.S. CO. | On 3rd Oct., at 1 p.m. | |
| AUSTRALIAN PORTS via MANILA | NYKKA MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | To-day, at Noon. | |
| AUSTRALIAN PORTS via MANILA | CHANGSHING | Ger. str. | 1 m. | E. Penington | NIPPON YUSEN KAISHA | To-day, at Noon. | |
| AUSTRALIAN PORTS via MANILA | PRINCE SIKHIND | Ger. str. | — | D. Leuz | MELBOURNE & CO. | On 7th Sept., at 9 a.m. | |
| AMERICAN PORTS via MANILA | EMPIRE | Brit. str. | — | Tallock | GIBB, LIVINGSTON & CO. | On 14th Sept., at Noon. | |
| AMERICAN PORTS via MANILA | DUNDEE | Brit. str. | — | — | THE BANK LINE LIMITED | On 10th Sept. | |
| MEXICAN, PERUVIAN & CHILEAN via JAPAN | BUYO MARU | Jap. str. | — | F. L. Moth | TOYO KISEN KAISHA | On 4th Oct., at Noon. | |
| YOKOHAMA & KOBE via SHANGHAI | OKARA | Brit. str. | — | — | JARDINE, MATHESON & CO., LTD. | On 7th Sept., at Noon. | |
| YOKOHAMA & KOBE via SHANGHAI | CHINA | Aus. str. | — | — | SANDER, WHEELER & CO. | On 28th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | YAMAGUCHI MARU | Jap. str. | — | T. Yamawaki | NIPPON YUSEN KAISHA | On 2nd Sept., at 11 a.m. | |
| YOKOHAMA & KOBE via SHANGHAI | PRINCE WALDEMAR | Ger. str. | — | H. Bremer | MELBOURNE & CO. | About 17th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | KAWATA MARU | Jap. str. | — | T. Sekine | NIPPON YUSEN KAISHA | On 25th Sept., at Noon. | |
| YOKOHAMA & KOBE via SHANGHAI | KIYOWING | Brit. str. | — | V. L. Hall | JAVA-CHINA-JAPAN LINE | On 2nd Sept., at 4 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | CHONGSHING | Brit. str. | — | — | JARDINE, MATHESON & CO., LTD. | On 2nd Sept., at 4 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | KUICHOW | Brit. str. | 1 m. | Forrester | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | PAINDA | Brit. str. | — | H. W. A. Clark, R.N.R. | P. & O. S. N. Co. | To-day, at 5 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | ANHUI | Brit. str. | 1 m. | J. B. Harris | BUTTERFIELD & SWIRE | To-morrow, at M'night. | |
| YOKOHAMA & KOBE via SHANGHAI | HANGSANG | Brit. str. | — | Sponcer Wildo | JARDINE, MATHESON & CO., LTD. | On 1st Sept., at D'light. | |
| YOKOHAMA & KOBE via SHANGHAI | WAKASA MARU | Jap. str. | — | N. Nielsen | NIPPON YUSEN KAISHA | On 1st Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | NAMANG | Brit. str. | — | G. M. B. Lake | JARDINE, MATHESON & CO., LTD. | On 2nd Sept., at Noon. | |
| YOKOHAMA & KOBE via SHANGHAI | NAMUR | Brit. str. | — | A. Collyer | P. & O. S. N. Co. | About 4th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | GOEBEN | Ger. str. | — | G. Lindemann | MELBOURNE & CO. | About 4th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | AFRICA | Aus. str. | — | — | SANDER, WHEELER & CO. | On 5th Sept., at 4 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | CHINA | Am. str. | 1 m. | L. Jones | BUTTERFIELD & SWIRE | About 5th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | DEN OF GLAMIS | Brit. str. | — | P. C. Williams | JARDINE, MATHESON & CO., LTD. | On 7th Sept., at M'night. | |
| YOKOHAMA & KOBE via SHANGHAI | LYNAN | Brit. str. | 1 m. | J. E. Drake | DAVID SASSON CO., LTD. | On 7th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | GEORGEY APGAR | Brit. str. | — | Kawashima | NIPPON YUSEN KAISHA | On 7th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | TOTOMI MARU | Jap. str. | — | W. R. Hickey | P. & O. S. N. Co. | About 12th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | DEVANHA | Brit. str. | — | Salmer | HAMBURG-AMERICA LINE | On 13th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | C. FEED. LAISSE | Ger. str. | — | — | ARTHUR NELSON & CO. | About 15th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | JAPAN | Swed. str. | — | — | JAVA-CHINA-JAPAN LINE | Quick despatch. | |
| YOKOHAMA & KOBE via SHANGHAI | TJILAH | Dut. str. | — | — | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | HUPPE | Brit. str. | 1 m. | — | OSAKA SHOSHUN KAISHA | To-day, at Noon. | |
| YOKOHAMA & KOBE via SHANGHAI | MYAJIMA MARU | Jap. str. | — | — | OSAKA SHOSHUN KAISHA | On 4th Sept., at 10 a.m. | |
| YOKOHAMA & KOBE via SHANGHAI | SCHUTZ MARU | Jap. str. | — | — | OSAKA SHOSHUN KAISHA | On 3rd Sept., at Noon. | |
| YOKOHAMA & KOBE via SHANGHAI | DAIEN MARU | Jap. str. | — | — | DOUGLAS LAFRAIK & CO. | To-day, at 11 a.m. | |
| YOKOHAMA & KOBE via SHANGHAI | HAIVANG | Brit. str. | 2 h. | A. E. Hodgins | DOUGLAS LAFRAIK & CO. | On 1st Sept., at 10 a.m. | |
| YOKOHAMA & KOBE via SHANGHAI | HAIMUN | Brit. str. | 2 h. | J. W. Evans | DOUGLAS LAFRAIK & CO. | On 3rd Sept., at 11 a.m. | |
| YOKOHAMA & KOBE via SHANGHAI | HAIGHING | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS LAFRAIK & CO. | On 6th Sept., at 11 a.m. | |
| YOKOHAMA & KOBE via SHANGHAI | HAIZAN | Brit. str. | 2 h. | F. H. Holte | JARDINE, MATHESON & CO., LTD. | On 2nd Sept., at 2 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | YUENSANG | Brit. str. | — | S. A. Crosby | SHAW, TOMES & CO. | On 3rd Sept., at 4 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | RUH | Am. str. | — | Pennoester | JARDINE, MATHESON & CO., LTD. | On 7th Sept., at 2 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | TAMING | Brit. str. | 1 m. | Leach | SHAW, TOMES & CO. | On 7th Sept., at 4 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | LOONGSANG | Am. str. | — | M. O. Smith | JAVA-CHINA-JAPAN LINE | On 2nd Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | LAIVAN | Am. str. | — | — | JARDINE, MATHESON & CO., LTD. | To-morrow, at 2 p.m. | |
| YOKOHAMA & KOBE via SHANGHAI | LAIVAN | Am. str. | — | — | JARDINE, MATHESON & CO., LTD. | On 2nd Sept., at Noon. | |
| YOKOHAMA & KOBE via SHANGHAI | LAIVAN | Am. str. | — | — | JARDINE, MATHESON & CO., LTD. | On 5th Sept., at Noon. | |
| YOKOHAMA & KOBE via SHANGHAI | LAIVAN | Am. str. | — | — | NIPPON YUSEN KAISHA | On 7th Sept. | |
| YOKOHAMA & KOBE via SHANGHAI | LAIVAN | Am. str. | — | — | MELBOURNE & CO. | On 1st Sept., at D'light. | |
| YOKOHAMA & KOBE via SHANGHAI | LAIVAN | Am. str. | — | — | MELBOURNE & CO. | On 11th Sept., at 9 a.m. | |

INDO-CHINA S. NAV. CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR SINGAPORE, PENANG & CALCUTTA: "FOOKSANG" ... Saturday, 31st Aug. 2 p.m.
 FOR MANILA: "YUENSANG" ... Saturday, 31st Aug. 2 p.m.
 FOR SHANGHAI via SWATOW & NINGPO: "HANGSANG" ... Sunday, 1st Sept. D'light.
 FOR SHANGHAI, KOBE & YOKOHAMA: "NAMANG" ... Monday, 2nd Sept. Noon.
 FOR SHANGHAI, KOBE & YOKOHAMA: "CHEONGSHING" ... Monday, 2nd Sept. 4 p.m.
 FOR SINGAPORE, PENANG & CALCUTTA: "LAISANG" ... Thursday, 5th Sept. Noon.
 FOR MANILA: "LOONGSANG" ... Saturday, 7th Sept. 2 p.m.
 RETURN TOURS TO JAPAN.
 The Steamers "KUSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Mojji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A fully qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [15]
 Hongkong, 30th August, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.
 EASTWARD.
 The S.S. "OKARA," 5,291 tons, Captain F. L. Moth, will be despatched for YOKOHAMA and KOBE on 7th Sept., at Noon, to be followed on 11th Sept., by S.S. "FAZILKA," Capt. Comack, taking Cargo and Passengers at Current Rates.
 WESTWARD.
 The S.S. "ILOLA," 4,154 tons, Captain Tucker, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 2nd Sept., at Noon, followed by the S.S. "MUTTRA," Captain H. Carey, on the 9th Sept., at Noon, taking Cargo and Passengers at Current Rates.
 The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. [297]
 Telephone No. 215, Hongkong, 29th August, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
 FOR SHANGHAI, NAGASAKI, KOBE & DEN OF GLAMIS: "FLINTSHIRE" ... About 5th Sept.
 FOR YOKOHAMA: "FLINTSHIRE" ... About 1st Oct.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. [59]
 Hongkong, 21st August, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.
 PROPOSED SAILINGS FROM HONGKONG AND QUEBEC. (SUBJECT TO ALTERATION).
 FOR VANCOUVER: "EMPEROR OF JAPAN" ... Sat., 14th Sept. ... "MONTEAGLE" ... Sat., 14th Sept. ... "EMPEROR OF INDIA" ... Sat., 14th Sept. ... "EMPEROR OF JAPAN" ... Sat., 14th Sept.
 FOR LIVERPOOL: "ALLAN LINE" ... Fri., 11th Oct. ... "EMPEROR OF IRELAND" ... Fri., 1st Nov. ... "ALLAN LINE" ... Fri., 22nd Nov. ... "EMPEROR OF BRITAIN" ... Fri., 13th Dec.

Steamships leave HONGKONG at 5 p.m.
 The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
 Intermediate Steamship ... \$43 ... \$45.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application to Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to U. W. CRADDOCK, General Traffic Agent for China, 6 Queen's Polder Street and Praya opposite Blaka Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS By the OXY-ACETYLENE SYSTEM
 Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
 Hydraulic and Pneumatic Tools installed throughout the Works.
 TAIKOO DOCK YARD & ENGINEERING CO. LTD.
 GRAVING DOCK 70' x 80' x 34' 6" Pumps empty Dock in 2 1/2 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
 50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 Dockyard Manager Mr. J. BIRD, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.
 MANAGERS AND AGENTS, BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS. The Steamship

"ASSAYE," Captain G. W. Cockman, R.N.E., carrying 14,000 tons, will be despatched from this for BOMBAY, TO-MORROW, the 31st August, 1912, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MEDINA," 12,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Tea and Cargo for London (and arrangement) will be transhipped at Colombo into the mail steamer proceeding thence to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARCADIA," due in London on the 12th October, 1912. Passengers will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to H. W. D. SHALLARD, Acting Superintendent, Hongkong, 19th August, 1912. [1]

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO. FOR NEW YORK VIA SUEZ CANAL. (With Liberty to call at the Malabar Coast.) S.S. "INVERCLYDE" ... About 10th Sept. For freight and further information apply to SHEWAN, TOMES & Co., General Agents, Hongkong, 23rd July, 1912. [929]

GLEN LINE (McGREGOR, GOW & Co.) LIMITED.

THE Steamship "GLENLOGAN," Captain J. McGregor, will be despatched for NAPLES, GENOA and LONDON, on or about 14th September. This Steamer has excellent accommodation for 35 Saloon Passengers. SALOON FARE HONGKONG to LONDON, £35.0.0. For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 27th August, 1912. [952]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.) PROPOSED SAILINGS FROM HONGKONG. For BOSTON AND NEW YORK. S.S. "DACE CASTLE" ... On or about 19th Sept. For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 24th July, 1912. [933]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c. and for PRIVATE RESIDENTS at THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|--|---------------------|-------------------------------|
| SHANGHAI, MOJI, KOBE, PALMA AND YOKOHAMA | ASSAYE Capt. H. W. A. Clark, R.N.R. | 5 P.M. 30th Aug. | Freight only. |
| LONDON VIA USUAL PORTS | ASSAYE Capt. G. W. Cockman, R.N.R. | Noon. 31st Aug. | See Special Advertisement. |
| LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES | NUBIA Capt. F. J. For | About 4th Sept. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE AND YOKOHAMA | NAMUR Capt. A. Collyer | About 4th Sept. | Freight and Passage. |
| SHANGHAI | DEVANHA Capt. W. R. Hickey | About 12th Sept. | Freight and Passage. |

Hongkong, 30th August, 1912.

OHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|-------------------------|----------|---------------------|
| NINGPO & SHANGHAI | SHANGHAI | On 31st Aug. 4 P.M. |
| WEIHAIWEI & TIENTSIN | KUICHOW | On 31st Aug. 4 P.M. |
| SHANGHAI | ANHUI | On 31st Aug. 4 P.M. |
| HAIPHONG | SINGAN | On 1st Sept. 4 P.M. |
| MANILA, CEBU and ILOILO | TAMING | On 3rd Sept. 4 P.M. |
| SHANGHAI | CHENAN | On 5th Sept. 4 P.M. |
| SHANGHAI | LINAN | On 7th Sept. 4 P.M. |

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LITIAN" and S.S. "SANUI".
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidsips; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

BUTTERFIELD & SWIRE.

For Freight or Passage apply to—
Hongkong, 29th August, 1912. TELEPHONE 36. AGENTS [8]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SINGAPORE and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| FOR SHANGHAI, KOBE & YOKOHAMA: | FOR HAVRE & HAMBURG: |
|---------------------------------|---|
| S.S. C. FERD. LAEISZ 13th Sept. | S.S. GOLDENFELS 4th Sept. |
| S.S. ARCADIA 24th Sept. | FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BEISGAVIA 8th Sept. |
| S.S. SCANDIA 10th Oct. | FOR HAVRE, BREMEN & HAMBURG: S.S. SUEVIA 12th Sept. |
| | FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP: S.S. PREUSSEN 16th Sept. |
| | FOR MARSEILLES, HAVRE & HAMBURG: S.S. SILESIA 21st Sept. |
| | FOR BOSTON & NEW YORK: S.S. AMERICA 31st Aug. |

Hongkong, 28th August, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|----------------|---------------------|-------------------------------|
| "HAIYANG" ... | Capt. A. E. Hodgins | FRIDAY, 30th Aug. at 11 A.M. |
| "HAICHING" ... | Capt. W. C. Pasmore | TUESDAY, 3rd Sept. at 11 A.M. |
| "BAITAN" ... | Capt. J. S. Roach | FRIDAY, 6th Sept. at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... (SUNDAY, 1st Sept., at 10 A.M. (WEDNESDAY, 4th Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent on the usual rate to Foochow.

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th August.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|----------|---------------------------------|-------------------------------|
| EMPIRE | 30th August. | On 14th Sept. Noon. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|------------------------------|
| SHINYO MARU | H. S. Smith | TUESDAY, 10th Sept., Noon. |
| CHIYO MARU | W. W. Greene | TUESDAY, 8th Oct., at Noon. |
| NIPPON MARU | A. G. Stevens | TUESDAY, 29th Oct., at Noon. |
| TENYO MARU | H. Bent | TUESDAY, 5th Nov., at Noon. |

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—
BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ANICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | Tons | DATE OF SAILING. |
|---------------|--------|------------------------------|
| BUYO MARU | 10,500 | FRIDAY, 4th Oct., at Noon. |
| HONGKONG MARU | 11,000 | TUESDAY, 3rd Dec., at Noon. |
| KIYO MARU | 17,500 | SATURDAY, 1st Feb., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross reg.) | LEAVES. |
|--|----------------|-------------------|--------------------------------|
| VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA | "CHICAGO MARU" | 6,182 | TUESDAY, 3rd Sept., at 1 P.M. |
| | "TACOMA MARU" | 6,178 | THURSDAY, 3rd Oct., at 1 P.M. |
| | "SEATTLE MARU" | 6,182 | THURSDAY, 31st Oct., at 1 P.M. |
| VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA | "CANADA MARU" | 6,064 | TUESDAY, 17th Sept., at 1 P.M. |
| | "PANAMA MARU" | 6,059 | TUESDAY, 15th Oct., at 1 P.M. |

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland and San Francisco:—

| | |
|---|--------------|
| From Manila | G. \$130.00 |
| From Hongkong and Shanghai | G. \$110.00 |
| From Nagasaki, Moji, Kobe and Yokohama | G. \$ 95.00 |
| 1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco | G. \$ 110.00 |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|----------------------------|-----------------|---------------------------------|
| FOOCOW via SWATOW and AMOY | "MIYAJIMA MARU" | FRIDAY, 30th Aug. at Noon |
| TAMSUI via SWATOW and AMOY | "DAIJIN MARU" | TUESDAY, 3rd Sept. at Noon |
| ANPING via SWATOW and AMOY | "BOSHU MARU" | WEDNESDAY, 4th Sept. at 10 A.M. |

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soen Yip Co.'s wharf (near the Harbour Office, Praya Central).

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL,
MANAGER

778-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY. TONKIN FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 11th Sept., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES |
|---|-----------------------------------|--------|-------------------------------------|
| MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | KAGA MARU Capt. G. Tabasa | 12,000 | WEDNESDAY, 11th Sept., at Daylight. |
| | ATSUTA MARU Capt. J. Nagao | 16,000 | WEDNESDAY, 25th Sept., at Daylight. |
| VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | SHIDZUOKA MARU Capt. — | 12,500 | TUESDAY, 10th Sept., at 4 P.M. |
| | TAMBA MARU Capt. S. Wada | 12,500 | TUESDAY, 24th Sept., at 4 P.M. |
| SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | NIKKO MARU Capt. N. Yagi | 9,600 | FRIDAY, 30th Sept., at Noon. |
| | KUMANO MARU Capt. M. Winkler | 9,600 | FRIDAY, 27th Sept., at Noon. |
| BOMBAY via SINGAPORE, and COLOMBO | BOMBAY MARU Capt. Neguchi | 5,000 | MONDAY, 2nd Sept. |
| KOBE and YOKOHAMA | HITACHI MARU Capt. T. Yamawaki | 13,000 | MONDAY, 2nd Sept., at 11 A.M. |
| SHANGHAI, MOJI and KOBE | WAKASA MARU Capt. N. Nielsen | 12,500 | SUNDAY, 1st Sept. |
| NAGASAKI, KOBE & YOKOHAMA | YAWATA MARU Capt. T. Sekino | 7,000 | WEDNESDAY, 25th Sept., at Noon. |
| SHANGHAI and KOBE | TOTOMI MARU Capt. Kawashima | 5,000 | SATURDAY, 7th Sept. |

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"JINSEN MARU," 4,000 tons, Capt. Masuda, Saturday, 7th sept.
"KIRIN MARU," 4,000 tons, Capt. M. Deguchi, Saturday, 21st Sept.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

| 1st Class | \$135 | \$122 | \$108 | \$95 |
|-----------|-------|-------|-------|-------|
| 2nd | \$ 81 | \$ 75 | \$ 65 | \$ 57 |

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-556

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMeward PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due PLYMOUTH (London 1 day later) | | |
|---------------------------|-------------------|---|---|--|----------|----------|
| Steamer | Tons | Noon, SATURDAY | Steamer | Tons | SATURDAY | FRIDAY |
| INDIA | 8000 | January 18 | MOOLTAN | 10000 | Feb. 15 | Feb. 21 |
| ASSAYE | 7500 | February 1 | MALWA | 12500 | Mar. 1 | Mar. 7 |
| HIMALAYA | 7000 | February 15 | MOREA | 11000 | Mar. 15 | Mar. 21 |
| DEVANHA | 8000 | March 1 | MARMORA | 10500 | Mar. 29 | April 4 |
| DELTA | 8000 | March 15 | MEDINA | 12500 | April 12 | April 18 |
| INDIA | 8000 | March 29 | Through Steamer | | April 25 | May 2 |
| ASSAYE | 7500 | April 12 | MONGOLIA | 10000 | May 10 | May 16 |
| DEVANHA | 8000 | April 26 | MACEDONIA | 10500 | May 24 | May 30 |
| CHINA | 8000 | May 10 | MALWA | 11000 | June 7 | June 13 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

1 PROPOSED SAILINGS:

| STEAMERS | Tons | Leave Hongkong | Due MARSEILLES | Due LONDON |
|----------|------|----------------|----------------|------------|
| NOVARA | 7000 | January 22 | February 23 | March 5 |
| SUNDA | 5700 | February 5 | March 9 | March 19 |
| SARDINIA | 7000 | February 19 | March 23 | April 2 |
| SOMALI | 7000 | March 5 | April 6 | April 16 |
| NAMUR | 7000 | March 19 | April 20 | April 30 |
| NANKIN | 7000 | April 2 | May 4 | May 14 |
| NYANZA | 7000 | April 16 | May 18 | May 28 |
| NORE | 7000 | April 30 | June 3 | June 13 |
| NILE | 7000 | May 14 | June 17 | June 27 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £33.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

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